

# The Hongkong Telegraph.

No. 3187

TUESDAY, JULY 5, 1892.

SIX DOLLARS  
PER QUARTER

## BANKS.

THE NATIONAL BANK OF CHINA,  
LIMITED.

Authorised Capital ..... \$1,000,000  
Subscribed Capital ..... \$500,000

HEAD OFFICE—HONGKONG.

Court of Directors—

D. Gillies, Esq. Chow Tung Shang, Esq.  
Chan Kit Shan, Esq. W. Weston, Esq.  
C. J. Hirst, Esq. Kwan Hol Chuen, Esq.

Chief Manager,  
GEO. W. F. PLAYFAIR.

ADVISORY COMMITTEE IN  
LONDON—

THOMAS CARMICHAEL, Esq.—Messrs. Dent,  
Palmer & Co.  
JOHN BUTTERY, Esq.—Messrs. John Buttery &  
Co.  
C. B. STUART-WORTLEY, Esq., M.P., for Hallam.  
Geo. Munro, Manager.

BANKERS—

The Alliance Bank (Limited)  
The Commercial Bank of Scotland,  
Yokohama—J. Fraser, Manager.  
Shanghai—J. Galloway, Manager.  
Amoy—J. Anderson, Manager.

CURRENT ACCOUNTS opened. Money  
received on Deposit. Drafts issued. Bills  
purchased and collected. Advances made on  
Securities or goods in neutral Godowns. Usual  
Bank Agency business undertaken.

Interest for 12 months Fixed, 5 per Cent.  
6 " 4 "  
3 " 3 "

CURRENT ACCOUNTS 2 "  
For Rates of Interest for other periods apply  
to the Manager.

Hongkong, 18th May, 1892. [682]

NEW ORIENTAL BANK CORPORATION,  
LIMITED.

SHAREHOLDERS of this BANK (Holding  
either GOLD or SILVER WARRANTS) who  
are willing to assist the Scheme of RECON-  
STRUCTION by subscribing to the proposed  
New ISSUE of Capital, are invited to com-  
municate without delay to the Undersigned,  
signifying the number of Shares they are  
prepared to take in event of the Scheme being  
successfully carried out.

E. W. RUTTER,  
Manager.  
Hon. Deans, 25th June, 1892. [663]

## ENTRANCES.

THE FUNDS  
OF THE STANDARD LIFE OFFICE

ARE invested entirely within the British  
Dominions and are thus free from the  
complications which might arise in time of war.  
They now amount to Seven Millions Sterling  
and have increased 50 per cent in the last 12  
years.

DODWELL, CARLILL & Co.,  
Agents, Hongkong.

SOUTH BRITISH FIRE AND MARINE  
INSURANCE COMPANY OF  
NEW ZEALAND.

THE Undersigned are prepared to accept  
FIRE and MARINE INSURANCES on  
favourable terms.

Current rates, and a guaranteed Bonus equal  
to that paid by the local Offices.

GEO. R. STEVENS & Co.,  
Agents.  
No. 2, Queen's Road, Hongkong.

Hongkong, 2nd April, 1892. [1380]

NOTICE.

THE MAN ON INSURANCE COMPANY  
LIMITED.

CAPITAL SUBSCRIBED ..... \$1,000,000

The above Company is prepared to accept  
MARINE RISKS at CURRENT RATES on GOODS,  
&c. Policies granted to all Parts of the world  
payable at any of its Agencies.

WOO LIN YUEN,  
Secretary.

HEAD OFFICE—  
No. 2, Queen's Road, W.K.Y.

Hongkong, 1st February, 1892. [149]

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY,  
(LIMITED.)

CAPITAL, TAELS 600,000, } \$233,333.33  
EQUAL TO ..... \$318,000.00

RESERVE FUND ..... \$318,000.00

BOARD OF DIRECTORS.

LIM SING, Esq. LO YEE MOON, Esq.  
LOU TSO SHUN, Esq.

MANAGER—HO AMEI.

MARINE RISKS ON GOODS, &c., taken  
at CURRENT RATES to all parts of the  
world.

HEAD OFFICE, 8 & 9, PRAYA WEST,  
Hongkong, 17th December, 1885. [1178]

Notices of Trials.

NOTICE.

THE INTEREST and RESPONSIBILITY  
of J. DE SONNAVILLE and J. H.  
MACLEHOSE in our Firm CEASED on 31st  
December, 1891.

Mr. J. H. MACLEHOSE will sign the Firm  
from 1st July.

MAECEWEN, FRICKEL & Co.  
Hongkong, 30th June, 1892. [1682]

DAKIN, CRUCKSHANK & CO.,  
LIMITED.

THIS Company, formed and registered in  
Hongkong, has taken over the Businesses  
carried on by Messrs. DAKIN Bros. of CHINA,  
LIMITED, and Messrs. CRUCKSHANK & Co.,  
LIMITED, together with all ASSETS and  
LIABILITIES, and all amounts owing to and  
due by the two above mentioned concerns will  
be received and paid by DAKIN, CRUCKSHANK  
& Co., LIMITED.

For DAKIN, CRUCKSHANK & Co., LTD.  
FRANK W. WATTS,  
Manager.  
Hongkong, 1st July, 1892. [1682]

## Intimations.

SELAMA TIN MINING COMPANY,  
LIMITED.

HOLDERS of SCRIP and unregistered  
TRANSFERS OF SHARES in the above  
Company, are requested to send the same to the  
Undersigned at ONCE for registration, so as to  
facilitate the proposed RECONSTRUCTION.

By Order,  
W. HUTTON POFFS,  
Secretary.  
Hongkong, 28th June, 1892. [1674]

## NOTICE.

PUNJOM & SUNGHIE DUA SAMANTAN  
MINING COMPANY, LIMITED.

ALL PERSONS holding SCRIP in the  
above Company are requested to send  
them in at once for TRANSFER.

A Circular will be sent to each SHARE-  
HOLDER, in reference to the re-construction of  
the Company.

A. OD. GOURDIN,  
Secretary.  
Hongkong, 25th May, 1892. [1557]

HONGKONG PRINTING PRESS  
Company, Limited.

## NOTICE.

SUBSCRIBERS are requested to send in  
their applications to the BANKERS  
together with application MONEY without  
further delay.

Intending INVESTORS are hereby reminded  
that application for Shares CLOSES on the  
18th instant, on which date allotment will be  
proceeded with.

L. J. XAVIER,  
Manager.  
Hongkong, 2nd July, 1892. [1694]

## BOARD AND RESIDENCE.

COMFORTABLY FURNISHED ROOMS,  
with Board and Table Accommodation.  
Apply to

Mrs. MATHER,  
2, Pedder's Hill.  
Hongkong, 30th June, 1892. [1684]

## PROFESSIONAL NOTICE.

DURING my temporary absence from  
HONGKONG my Dental Surgery will be  
CLOSED.

DENTON E. PETERSON,  
No. 9, Connaught House;  
Queen's Road.  
Hongkong, 2nd June, 1892. [1587]

## BOARD AND RESIDENCE.

COMFORTABLY FURNISHED ROOMS,  
with Board and Table Accommodation.

Apply to

Mrs. MATHER,  
2, Pedder's Hill.  
Hongkong, 30th June, 1892. [1684]

## PRIVATE BOARD AND RESIDENCE,

"GENEVA BUILDINGS,"  
(Nos. 18 and 14, Wyndham Street.)

MRS. GILLANDERS has VACANCIES  
for RESIDENT BOARDERS and VISITORS,  
also ACCOMMODATION for TABLE BOARDERS.  
Hongkong, 4th July, 1892. [1650]

## NURSE WANTED.

THE services of a NURSE (not Chinese)  
will be required about the 15th July to  
assist a Lady in looking after her CHILDREN on  
the voyage from Hongkong to Melbourne.  
Return passage will be provided, if necessary.

Apply, stating terms, to

THE EDITOR,  
The Hongkong Telegraph.  
Hongkong, 28th June, 1892. [1673]

## USED POSTAGE STAMPS.

FROM Hongkong, China, Japan and adjacent  
Countries, WANTED. Any quantity given  
purchased or exchanged. Good prices given.  
Foreign STAMPS for SALE.

## ADVISORS WANTED.

S. P. BOND,  
c/o Elder, Smith & Co., Ltd.,  
Adelaide, S.A.

## TAKELEMA COLLIERIES COMPANY, MOJI.

THIS Company having appointed the Under-  
signed Agents for their COAL (AKAIKE  
and DAIEJO) in Hongkong, they are prepared  
to supply Coal ex Ship, ex Godown, or trimmed  
in Bunkers, at prices to be had on application.  
Copies of Reports and Analysis to be seen to  
the Offices of the Undersigned.

WENYON & ROBINSON,  
CHEE ON & Co.,  
Agents.

Hongkong, 24th June, 1892. [1628]

## KING WO CHEONG.

COAL MERCHANTS, SHIPS' COMPA-  
DORIES, STEVEDORES, &c.

Are expecting within the next week by the  
S.S. "DECIMA," a cargo of AKAIKE  
COAL, of very superior quality,  
both lump and dust.

M. J. W. BOYD, Superintendent at  
Kowloon Docks, reports that AKAIKE  
COAL GIVES TEN PER CENT. BETTER  
RESULTS than any Japanese Coal he has ever  
used.

For full particulars as to price, &c.,  
Apply to

KING WO CHEONG,  
No. 32, Praya Central.  
Hongkong, 30th June, 1892. [1685]

## S A I G O N .

THE WORKS OF THE MESSAGERIES  
FLUVIALES DE COCHIN-CHINE.

STEAMSHIPS AND ENGINES OF ALL  
KINDS BUILT AND REPAIRED.

IRON AND BRASS FOUNDRY WORK DONE,  
PORTIONS OF ENGINES OR MACHINERY  
DUPLICATED.

Turning and Fitting—Valves, Cocks, &c.  
RIGGING AND TACKLE.  
Buildings and Workshops  
ERECTED, REPAIRED, AND  
MAINTAINED.

EVERY description of Mechanical Work  
Undertaken. Extensive Works and  
warehouses at most moderate prices. All kinds of  
Materials, Implements, and Stores supplied.

CARDIFF COAL always in Stock.

## Intimations.

# CENTRAL HOTEL, SHANGHAI.

THIS long established SELECT Family Hotel, situated on the Bund, facing the river, in the  
centre of the Settlements, has lately undergone extensive alterations, and is now fitted with  
the latest modern improvements, including Bath and Dressing Rooms ATTACHED to Suites  
and Single Rooms, with hot and cold water laid on, DOUCHE, SHOWER SPRAYS, etc., and heated  
to a comfortable temperature during winter.

SEPARATE ROOMS FOR PRIVATE DINNER PARTIES, &c.

The Electric Lighting now partly laid on will be completed during this year, 1892.

An Assistant will attend on Passengers by Mail Steamers.

N.B.—TELEGRAPHIC ADDRESS—"CENTRAL, SHANGHAI."

F. E. REILLY,  
PROPRIETOR.

## KELLY & WALSH, LTD.

TELEGRAPHIC ADDRESS, "Kremila" A.B.C. Code.—TELEPHONE, No. 33.

PROPRIETORS—THE HONGKONG HOTEL COMPANY, LIMITED.

THE HONGKONG HOTEL—the most commodious and best appointed Hotel in the Far East,  
affords unequalled accommodation to travellers and others. It is situated in the centre of  
the town, opposite the General Post Office and the Hongkong Club, adjacent to Pedder's Wharf  
(the principal landing stage of the Colony) and in close proximity to the Banks and Shipping  
Offices.

THE HOTEL STEAM LAUNCH conveys passengers and baggage to and from all Mail Steamers.  
THE TABLE D'HOTE, at separate tables, is supplied with every delicacy under experienced supervision.

THE BED-ROOMS, with adjoining Bath-rooms, are lofty and well ventilated, open on to  
spacious Verandas, are lighted by gas and fitted throughout with electric communicators.

THE BILLIARD ROOMS (Six English and American Tables) are fitted with every convenience.  
A handsomely appointed GRILL ROOM, where chops, steaks, &c., are served at any hour  
adjoining the HOTEL, and is under the same Management.

THE WINES & SPIRITS are selected by an Expert and the BEST BRANDS only are supplied.  
HYDRAULIC ASCENDING-ROOMS of the latest and most approved type convey passengers  
and baggage from the Entrance Hall to each of the five floors above.

NIGHT PORTERS and WATCHMEN are continually on duty.

R. TUCKER,  
Manager. [1685]

Hongkong, 12th February, 1892.

CARMICHAEL & CO., LTD.

WINE AND SPIRIT MERCHANTS—TOBACCO AND CIGAR IMPORTERS.

AERATED WATER MANUFACTURERS.

SHIP CHANDLERS AND GENERAL STOREKEEPERS.

Hongkong, 14th January, 1892. [1623]

# THE HONGKONG TELEGRAPH, TUESDAY, JULY 5, 1892.

## Intimations.

**DAKIN, CRUICKSHANK & CO., LIMITED.**

DISPENSING CHEMISTS.

WHOLESALE and MANUFACTURING CHEMISTS and DRUGGISTS, AERATED WATER MANUFACTURERS, WINE and SPIRIT MERCHANTS,

&c., &c., &c.

We have the pleasure to announce that this Company, formed and registered in Hongkong, has taken over the Businesses hitherto carried on here and elsewhere by Messrs. DAKIN BROS. OF CHINA, LIMITED, and Messrs. CRUICKSHANK & CO., LIMITED, together with all ASSETS and LIABILITIES.

The support hitherto given to the late Firm will, we trust, be continued to us.

QUEEN'S ROAD CENTRAL, HONGKONG. Hongkong, 1st July, 1892.

PRICE THREE DOLLARS.

## For Sale.

### NOW READY.

[PUBLISHED BY AUTHORITY.]

THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST

FOR 1892.

THIS Valuable Work, with many NEW ADDITIONS and IMPROVEMENTS, IS NOW READY.

PRICE THREE DOLLARS.

Orders for Copies of THE "HONGKONG DIRECTORY" may be sent to the following Agents:

HONGKONG—Mr. W. Brewer.  
" " Messrs. F. Blackhead & Co.

" " Messrs. Heuerman, Herbst & Co.

" " Messrs. Kelly & Walsh, Limited.

" " Messrs. Lane, Crawford & Co.

" " The Hongkong Trading Co., Ltd.

" " Man Yit Tong, Hollywood Road.

MACAO—Messrs. A. A. de Melo & Co.

AMON and } Messrs. N. McAlley & Co., Ltd.

FORMOSA—FOOCHOW—Mr. H. W. Churchill.

SHANGAI—Means, Kelly & Walsh, Limited.

ERN PORTS—Shanghai.

JAPAN—Messrs. Kelly & Walsh, Limited.

YOKOHAMA.

BANGKOK—The "Star Free Press" Office.

SINGAPORE—Messrs. Sayle & Co., Limited.

PARIS—Messrs. Amédée Prince & Co.

LONDON—Messrs. E. & G. White.

or to

"THE HONGKONG TELEGRAPH" OFFICE.

Pedder's Hill,

Hongkong, January 23rd, 1892.

### NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Editor, Hongkong Telegraph" and not to the Author.

Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff.

Communications intended for publication must be accompanied by the name and address of the writer, and addressed accordingly for publication; but as evidence of good faith.

Whilst the columns of the Hongkong Telegraph will always be open for the fair discussion by correspondents of all questions affecting public interest, it must be distinctly understood that the Editor is not responsible for any mail which he receives or opinions thus expressed.

### TO ADVERTISERS.

Advertisers are requested to forward all notices intended for insertion in that day's issue not later than Three O'clock so as not to retard the early publication of the paper.

Advertisers who desire to have their names and addresses printed on their advertisements must add accordingly for publication; but as evidence of good faith.

Whilst the columns of the Hongkong Telegraph will always be open for the fair discussion by correspondents of all questions affecting public interest, it must be distinctly understood that the Editor is not responsible for any mail which he receives or opinions thus expressed.

### TO SUBSCRIBERS.

The Hongkong Telegraph is published daily at 5.30 P.M. Subscribers in the central districts who do not receive their copies before 6.30 will apply by at once communicating with the Manager.

Subscribers to The Hongkong Telegraph are respectfully reminded that all Subscriptions are payable in advance.

### BIRTHS.

At Shanghai, on the 28th June, the wife of Dr. KIMBALL, of a son.

At the "Maison Rouge," Foochow, on the 1st July, 1892, the wife of J. MENCARINI, Imperial Maritime Customs, of a son.

### DEATH.

At Shanghai, on the 20th June, ERIC D'ARCY, son of John and Lucy Graham; aged 21 months.

MADEIRA, HOCK AND CHAMPAGNES. FULL PARTICULARS OF THE VARIOUS BRANDS IN STOCK ON APPLICATION.

Per doz. Per Case.

Quarts. Pints.

CLARETS.

A Superior Breakfast Claret, Red Capsule ..... \$4 40

B St. Estephe, Red Capsule ..... 4 50

C St. Julien, Red Capsule ..... 7 50

D La Rose, Red Capsule ..... 11 200

SCOTCH WHISKY.

A Thorne's Blend, White Capsule ..... 8

B Watson's Glenrothes, Mellow Blend, Blue Capsule with Name and Trade Mark ..... 8

C Watson's Abelson-Glenlivet, Red Capsule, with Name and Trade Mark ..... 8

D Watson's H K D Blend of the Finest Scotch Malt Whiskies, Violet Capsule ..... 10

E Watson's Very Old Liqueur Cognac, 1872 Vintage, Red Capsule (Old Bottled) ..... 12

F Extra Superior Old Pale Dry, very finest quality, Black Seal Capsule (Old Bottled) ..... 14

G Extra Superior Old Pale Dry, very finest quality, Black Seal Capsule (Old Bottled) ..... 16

H Extra Superior Old Pale Dry, very finest quality, Black Seal Capsule (Old Bottled) ..... 18

I Extra Superior Old Pale Dry, very finest quality, Black Seal Capsule (Old Bottled) ..... 20

J Extra Superior Old Pale Dry, very finest quality, Black Seal Capsule (Old Bottled) ..... 22

K Extra Superior Old Pale Dry, very finest quality, Black Seal Capsule (Old Bottled) ..... 24

L Extra Superior Old Pale Dry, very finest quality, Black Seal Capsule (Old Bottled) ..... 26

M Extra Superior Old Pale Dry, very finest quality, Black Seal Capsule (Old Bottled) ..... 28

N Extra Superior Old Pale Dry, very finest quality, Black Seal Capsule (Old Bottled) ..... 30

O Extra Superior Old Pale Dry, very finest quality, Black Seal Capsule (Old Bottled) ..... 32

P Extra Superior Old Pale Dry, very finest quality, Black Seal Capsule (Old Bottled) ..... 34

Q Extra Superior Old Pale Dry, very finest quality, Black Seal Capsule (Old Bottled) ..... 36

R Extra Superior Old Pale Dry, very finest quality, Black Seal Capsule (Old Bottled) ..... 38

S Extra Superior Old Pale Dry, very finest quality, Black Seal Capsule (Old Bottled) ..... 40

T Extra Superior Old Pale Dry, very finest quality, Black Seal Capsule (Old Bottled) ..... 42

U Extra Superior Old Pale Dry, very finest quality, Black Seal Capsule (Old Bottled) ..... 44

V Extra Superior Old Pale Dry, very finest quality, Black Seal Capsule (Old Bottled) ..... 46

W Extra Superior Old Pale Dry, very finest quality, Black Seal Capsule (Old Bottled) ..... 48

X Extra Superior Old Pale Dry, very finest quality, Black Seal Capsule (Old Bottled) ..... 50

Y Extra Superior Old Pale Dry, very finest quality, Black Seal Capsule (Old Bottled) ..... 52

Z Extra Superior Old Pale Dry, very finest quality, Black Seal Capsule (Old Bottled) ..... 54

RISH WHISKY.

A John Jameson's Old, Green Capsule ..... 8

B John Jameson's Fine Old, Green Capsule ..... 10

C John Jameson's Very Fine Old, Green Capsule ..... 12

D John Jameson's Old, Red Capsule, with Name ..... 14

E John Jameson's Old, Red Capsule, with Name ..... 16

F John Jameson's Old, Red Capsule, with Name ..... 18

G John Jameson's Old, Red Capsule, with Name ..... 20

H John Jameson's Old, Red Capsule, with Name ..... 22

I John Jameson's Old, Red Capsule, with Name ..... 24

J John Jameson's Old, Red Capsule, with Name ..... 26

K John Jameson's Old, Red Capsule, with Name ..... 28

L John Jameson's Old, Red Capsule, with Name ..... 30

M John Jameson's Old, Red Capsule, with Name ..... 32

N John Jameson's Old, Red Capsule, with Name ..... 34

O John Jameson's Old, Red Capsule, with Name ..... 36

P John Jameson's Old, Red Capsule, with Name ..... 38

Q John Jameson's Old, Red Capsule, with Name ..... 40

R John Jameson's Old, Red Capsule, with Name ..... 42

S John Jameson's Old, Red Capsule, with Name ..... 44

T John Jameson's Old, Red Capsule, with Name ..... 46

U John Jameson's Old, Red Capsule, with Name ..... 48

V John Jameson's Old, Red Capsule, with Name ..... 50

W John Jameson's Old, Red Capsule, with Name ..... 52

X John Jameson's Old, Red Capsule, with Name ..... 54

Y John Jameson's Old, Red Capsule, with Name ..... 56

Z John Jameson's Old, Red Capsule, with Name ..... 58

GIN.

A Fine Old Tom, White Capsule ..... 4 50

B Fine Unwheated, White Capsule ..... 4 50

C Fine A. V. H. Geneva ..... 5 25

D Fine Old Jamaica, Violet Capsule ..... 12

E Fine Old Liqueur Island, \$1.50 per Gallon.

LIQUEURS.

Benedictine Marschino Curacao Herring's Cherry Cordial Chartreuse Dr. Slegent's Angostura Bitters, &c.

PRICES ON APPLICATION.

A. S. WATSON & CO., LTD.

THE HONGKONG DISPENSARY, ESTABLISHED A.D. 1841.

Hongkong, 4th February, 1892.

## NOW READY.

[PUBLISHED BY AUTHORITY.]

THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST

FOR 1892.

THIS Valuable Work, with many NEW ADDITIONS and IMPROVEMENTS, IS NOW READY.

PRICE THREE DOLLARS.

Orders for Copies of THE "HONGKONG DIRECTORY" may be sent to the following Agents:

HONGKONG—Mr. W. Brewer.

" " Messrs. F. Blackhead & Co.

" " Messrs. Heuerman, Herbst & Co.

" " Messrs. Kelly & Walsh, Limited.

" " Messrs. Lane, Crawford & Co.

" " The Hongkong Trading Co., Ltd.

" " Man Yit Tong, Hollywood Road.

MACAO—Messrs. A. A. de Melo & Co.

AMON and } Messrs. N. McAlley & Co., Ltd.

FORMOSA—FOOCHOW—Mr. H. W. Churchill.

SHANGAI—Means, Kelly & Walsh, Limited.

ERN PORTS—Shanghai.

JAPAN—Messrs. Kelly & Walsh, Limited.

YOKOHAMA.

BANGKOK—The "Star Free Press" Office.

# THE HONGKONG TELEGRAPH, TUESDAY, JULY 5, 1892.

fog, mist, & falling snow, go at a moderate speed," and therefore when it comes to be proved she did go to knots, there cannot be any doubt that she was to blame. With regard to the other point, the judgment in the case of the *City of Antwerp*, (*Privy Council Appeals*, page 34.) In this case it will be seen it would be impossible for me to find what the Privy Council there said must be found—first, that the thing omitted to be done was clearly within the power of the steamer in doing so; secondly, that if it had been in all probability have prevented a collision. With regard to the first it is true, with regard to the second I have my doubts. I cannot say that in all probability it would have prevented a collision; and thirdly, that it was an act "which would have occurred to any officer of competent skill and experience" in any steamer. I think it is manifest that it is not an act "which would have occurred to any officer of competent skill and experience." On the contrary, it was an act which most competent men would have avoided doing, and on those grounds—throughout the case I have been impressed with the fairness and frankness and kindness of Captain Crook, that it is with the greatest pain I have to decide it in the way I do—I am bound to decide that the *Fushun* was entirely to blame for this collision. I shall of course make this award in writing under the terms of the arbitration demand, and then will follow the usual reference.

## THE TRANSIT PASS SYSTEM. IN CHUNGKING.

The Chungking correspondent of the *Shanghai Mercury* writes on this vexed question under date June 4th as follows:—

I have on several occasions mentioned the actions of the officials of this province regarding the Transit Pass system and the collecting of Lekin on foreign goods, but there still remains much to be said on the subject. Recent developments show pretty conclusively that the actions of the local officials are and have been in accordance with instructions received from the Viceroy, who in this province is about as much an absolute monarch as the Emperor of Russia. In his own dominions, the Transit Pass system is practically non-existent in this province; goods have been sent away from here, which have been detained at the Lekin barriers and forced to pay Lekin after they had paid the half Transit duty; others have been allowed to pass the barrier but on arrival at their destination forced to pay Lekin where there never was any Lekin collected before, and by the district magistrate who ordinarily has nothing to do with such matters. Not only were the goods compelled to pay this illegal tax, but the man in charge of them was imprisoned and fined for no other reason than availing himself of the rights granted the goods by treaty, regardless of ownership. The official at the barrier at Ho Chow declared that he knew nothing about the Transit Pass and would not recognize it, unless ordered to do so by the Viceroy, and this it is very clear the Viceroy did not do. It is perfectly well known that no petty official will refuse to recognize any Treaty regulation unless he is certain of the approval of his superiors. If he did so it is quite certain that he would lose his situation. I learn from what I consider a thoroughly reliable source that the Viceroy has circulated private instructions to the effect that all goods going into the interior under Transit Pass must pay a toll of three per cent. of three per cent. on arriving at their destination. It matters not whether there is any toll collected in the district or not; goods arriving under Transit Pass must pay this tax of three per cent. which is more than the half duty and is also more than the full amount a Lekin Pass would be if there was no Transit Pass taken out. It is therefore plain enough that if a merchant wishes to use the Transit Pass it will cost him a little more than double what it would to pay Lekin *en route*, in which case there would be no loss to pay on them except in a very few places; the said half Lekin does not exist unless as above stated, when the goods have arrived under Transit Pass. One of the foreign firms here was making arrangements to send another small consignment of cotton yarn away under Transit Pass, when the Magistrate here heard of it and sent for the manager and told him in a friendly way that it was only a waste of time and money to attempt anything of the sort, as the goods would be allowed to pass the barriers, but that when they arrived at their destination and passed into the hands of the native merchants the said Lekin would be collected on them, and in that case it would be a matter in which the foreigner could not interfere. This is a purely Chinese argument and not a particle of reason or justice in it, as everyone knows that it matters not who pays the "square"; the value of the goods is increased just so much and the consumer is the one who pays it in reality. As to the legality of the Viceroy's actions it is not necessary to discuss as the treaties are clear enough and he is perfectly well aware that he is acting illegally; and he also knows quite well that in matters concerning foreigners or foreign trade the Peking Government will not trouble itself much about what he does, so long as he gives a plausible explanation of his actions; and he also knows that there is not the remotest possibility of strict investigation of his doings. It is reported here that he has petitioned the Emperor setting forth that he has to supply large sums of money to help to pay the expenses of the Province of Kau-chow and Yunnan, and it is only by rigidly collecting the Lekin that he can raise the money. The Chinese official ignore the fact that the half duty belongs to the Emperor and is levied instead of the Lekin, and if the Lekin were imposed to meet the demands of the provinces this half duty would be available for local use, but such an arrangement would not suit the provincial officials, for in that case the board at Peking would know the exact amount of money they got and how they accounted for that expenditure. What Lekin is collected no one knows anything about, as there is not the slightest check on the Viceroy. He can report as much, or as little as he sees fit, and there is no one to impeach him, unless it be a censor who denounces him. Even then it seldom amounts to anything serious. None of his subordinates dare to lodge a complaint against him. Should his affairs be in a very bad state and an Imperial commissioner sent to investigate his doings he has only to pay liberally for a favourable or negative report, and he may be found to have done something not in strict accordance with the regular routine, and he is accordingly handed over to the board for a punishment, which seldom amounts to much beyond making him disgorge some of his illegally gotten gains. It is astonishing that the foreign Ministers' and their governments put up with such gross violations of the treaties.

But there is little hope of any redress or improvement in the present state of affairs while the ministers at Peking are apparently neglecting everything else but trying with each other to try to obtain large contracts to supply bridges, railway materials and munitions of war. It would seem that, if the trade with China is worth having, manufacturers should send their own experts out to investigate matters for themselves, and satisfy the requirements of the trade, and not depend upon ministers and "counselors to do it for them." Ministers have quite enough to do to attend to their diplomacy without degrading themselves in the eyes of the Chinese officials by soliciting orders for merchandise.

## ANOTHER SHOCKING SUICIDE.

The second officer of the German steamship *Tschong*, which was advertised to sail for Dell via Swatow to-day, shot himself with a revolver board his ship at 3 o'clock this afternoon, the cause of the rash act is not yet known. The body has been removed to the Mortuary pending an inquest.

## THE TEMOAH GOLD MINE.

From a conversation the other day with a gentleman recently arrived from Mr. Norman's concession we (*Sham Free Press*) gather the nature of the dispute which has long been going on in that district between the Chinese, who were in possession of the district, and the agents of the concessionaire. The Temoah concession may be compared to that of Bangkok, in that the natives have long worked the gold found there. It has another grim resemblance to Bangkok inasmuch as the district is pestiferous in the extreme, fatal alike to natives and Europeans. It was asserted at one time that the district was the most sulphurous in the Peninsula, and that Europeans might continue operations there without dread of material fever. Such a prophecy has been proved entirely untrue. The manager, Mr. Hodge, is laid up in Singapore with a severe attack of fever, and the doctor engaged by the company was so helpless from a similar attack that he was unable to proceed to Singapore. Our informant says that the place is equally dangerous to the natives, and of the 300 coolies engaged few are left in the mines.

For some time past there has been considerable trouble with the Chinese in the vicinity, which has seriously hampered the working of the mine. So serious has the situation become that the Director at Singapore wrote to the Siamese Government on the subject; with the result that H. H. Chow Sye was despatched to the scene of the dispute with full powers to arrange with the Chinese for a complete evacuation of Mr. Norman's concession, some forty square miles in extent. On arriving there Chow Sye explained to the natives the wishes of the Siamese Government, and that they must remove their work elsewhere. This was all very well, and would, no doubt, have made an end of the matter had not Mr. Hodge previously promised to give the native workers some little compensation for the trouble of removing their houses elsewhere. This action of the manager seems to have given a certain number of the Chinese gold diggers the idea that their claim is good, and though the majority of the native workers have joined the coolies of the company, there is still a recalcitrant minority who may cause much more trouble.

Further, it appears that Mr. Hodge has caused some little offence to the Singapore Director, who considers that the Chinese had no claim whatever to compensation, and that the manager exceeded his powers in giving such. It is contended, and with reason we think, that as the concession was granted by the Government it was the bounden duty of that Government to remove the Chinese workers, and protect the staff and coolies of the company. However, we trust that any misunderstanding between the Director and managing engineer will not tend to jeopardise the success of the venture. Mr. Hodge, we understand, has had great experience both in Malaya and China, and from his résumé and previous success we should say that he was a very valuable acquisition to any company that is anxious for success. Good managing engineers are scarce at the present moment in the Far East, and it would be a pity if any petty difference of views cost the Company the services of an experienced and successful man.

We have heard much of the austerities of Siam, and we have been disappointed in the results of the working and management of most of the ventures started in the country. This may be as much from incompetence as on account of other difficulties; but we would wish to see every mining enterprise in Siam given a fair field, for proving its worth, and by being worked on a sound commercial footing remove the stigma that has been attached to past mining enterprises in the Land of the White Elephant.

## NOTES FROM CHINESE PAPERS.

It is reported that some enterprising persons are starting a company to develop the mines in Kilkil, where it is said coal and other minerals are to be found in abundance.

The manager of the Nanking Powder Mill has taken pity upon the family of the man who was killed in the recent explosion, and has given the afflicted people a handsome sum of money.

H.E. Lung, Admiral of the Taihu fleet, arrived in Shanghai on the 24th June, to await the advent of the new Kiangnan Governor, who is shortly expected to arrive from the North.

It is said that the large railroad bridge at Lanchow, which has over thirty arches, will be completed next year. The official superintendent of the work is using every effort to render the structure strong and permanent, and he also knows that there is not the remotest possibility of strict investigation of his doings. It is reported here that he has petitioned the Emperor setting forth that he has to supply large sums of money to help to pay the expenses of the Province of Kau-chow and Yunnan, and it is only by rigidly collecting the Lekin that he can raise the money. The Chinese official ignore the fact that the half duty belongs to the Emperor and is levied instead of the Lekin, and if the Lekin were imposed to meet the demands of the provinces this half duty would be available for local use, but such an arrangement would not suit the provincial officials, for in that case the board at Peking would know the exact amount of money they got and how they accounted for that expenditure. What Lekin is collected no one knows anything about, as there is not the slightest check on the Viceroy. He can report as much, or as little as he sees fit, and there is no one to impeach him, unless it be a censor who denounces him. Even then it seldom amounts to anything serious. None of his subordinates dare to lodge a complaint against him. Should his affairs be in a very bad state and an Imperial commissioner sent to investigate his doings he has only to pay liberally for a favourable or negative report, and he may be found to have done something not in strict accordance with the regular routine, and he is accordingly handed over to the board for a punishment, which seldom amounts to much beyond making him disgorge some of his illegally gotten gains. It is astonishing that the foreign Ministers' and their governments put up with such gross violations of the treaties.

But there is little hope of any redress or improvement in the present state of affairs while the ministers at Peking are apparently neglecting everything else but trying with each other to try to obtain large contracts to supply bridges, railway materials and munitions of war. It would seem that, if the trade with China is worth having, manufacturers should send their own experts out to investigate matters for themselves, and satisfy the requirements of the trade, and not depend upon ministers and "counselors to do it for them." Ministers have quite enough to do to attend to their diplomacy without degrading themselves in the eyes of the Chinese officials by soliciting orders for merchandise.

## SIAM NOTES.

Bangkok, 21st June, 1892.

Phra Diksur, lately Siamese Chargé d'affaires in London, leaves the British capital next month en route to Bangkok.

Colonel Boyd the American Minister has made decided improvement during the past week. Though he is far from being out of danger there is every hope held out that he will soon be able to leave for America.

In realizing the estate of the late Kim Ching, Siamese Consul in Singapore, the steamer *Singapore* and *Stam* are to come under the hammer. The former will be sold on the 30th instant and the latter on the 31st July. The *Stam* is quite a new steamer.

The *Devawongse* made the shortest passage record between Swatow and Bangkok. Captain Less expected that his steamer was wanted for the Tacoma-Hongkong line, and made all haste to get down here, and back to Hongkong before July. The run from Swatow to Bangkok was accomplished in the short space of five days, or two days under the usual time.

A rumour has reached us to the effect that H. S. M. Minister (or Deputy Minister) of Finance lately received from one of his royal half-brothers a letter, which was sealed with the sender's big toe. We ardently hope that this rumour is without foundation, but if it is true then the offence ought not to be unpunished. We admit the difficulty which exists in punishing a person of such exalted rank as the alleged offender; and we humbly suggest a means which would unite justice and mercy. If the offence he fully proved, let the offender receive recompence with the rank and title of "Krom Mun Hin" or Teen with a coat of arms as follows: on a field Me Teen with a coat of arms as follows:

"Heng, basest, meanest, vilest, still goeth foremost."

A considerable amount of politeness, for the wellbeing of a Mr. Jurgens late of the Royal Railway Department (appointed by the Immaculate Retiring) was exhibited during the week by several business men in Bangkok who had been what is vulgarly known as "let in" by the wily railway engineer. Mr. Jurgens had made large feasts on the stores of the New Foi-lio Company for the inner and outer staff, plus an interesting family; and seemed far easier to do justice to his long-suffering creditors. These latter were further exasperated by the fact that three months salary had been paid this valuable Sir-e-aywan in lieu of notice, and the injured creditors took measures to compel their unconscious creditor to pay up. Jurgens, however, was too quick for them, and though a warrant was made out for his detention he contrived to elude those interested in his movements and taking a steamer launch in the middle of the night had a long farewell to Bangkok. He went over to Koh-si-chang, a neighbouring inland watering place, and, having the day previous taken a ticket at Messrs. Windsor and Co., was enabled to get away on one of the steamers lying in Kho-si-chang harbour.

Many persons have been surprised that Capt. A. Butchmann should lead one of his launches to a man against whom judgment had been pronounced a few days before, for the major portion of his debts. But it appears that Captain Butchmann was deceived. On the pretense that his charming wife had missed the *Heate*, Mr. O. Jurgens induced the Manager of the New Foi-lio Company to take him to Koh-si-chang, averring that he would be back next day. Of course, once in Koh-si-chang, he remained there, till he left by the *Heate*.

A shocking case of cruelty to the child of a slave was reported the other day. A Siamese lady, or rather fied, was annoyed by hearing the cries of the child of her slave-cook, and as the mother was busy cooking and unable to attend to it, the inhuman monster seized the poor child and held it dead in the angle of the fire. The torture of being suffocated in smoke caused the child to struggle for life, and in a fit of rage she threw the child into the fire. The mother bearing the cries of her child rushed to its rescue. The fearful burns caused its death a few days afterwards. The wretched mistress has been arrested, and is expected to lose her head. About the same time another case of cruelty to a slave-woman was reported. It seems that her mistress had been annoyed at the poor woman's illness, which disabled her from her ordinary duties. Her mistress attacked her, and beat the poor woman most unmercifully, her shrieks of agony being most heartrending. We are told by a eye-witness that her treatment was most inhuman, and that a Bangkok peon was called upon to intercede, but refused on the plea that it was none of his business, and that the master could do as she wished with her slave. And yet we are constantly told that the treatment of debt-slaves in Siam is humane in the extreme. Slavery, under whatever form, is a direct incentive to cruelty, and as long as it exists there will ever be hideous cases of inhumanity by savage and brutal owners.—*Free Press*.

## NEWCH WANG.

(FROM OUR OWN CORRESPONDENT.)

23rd June, 1892.

Natives are on the "qui vive" as to the future Railway Station will be, and small plots of land have been bought on spec, which, however, could hardly become a very profitable investment, as the government would simply take whatever land is required, and owners may find it difficult to get back the cost. As for any acquisition made by foreigners, unless the demands be very reasonable it is not likely the terminus will be put exactly to suit the proprietors, even if these can be said to be within their rights away from the foreign or rather the British Settlement or Concession. By the bye, where is the Concession now, or at any rate the larger part of it which was so occupied? The Chinese are still here, and are told by your correspondents that the new station will be built on the green dragon and the white tiger on the right on the white tiger. Now, the tiger must not be higher than the dragon or death of bad luck will result. The missionary's hospital was to be erected on the white tiger, and could on no account be higher than that on which his neighbour built.—*Shanghai Mercury*.

A few days ago eight of the soldiers engaged in killing locusts, entered a farm-house, and finding only two defenceless young girls, horribly outraged them. The Viceroy has despatched four of the ruffians, and the other four are awaiting their turn. Four other men have also been beaten recently for silk robbery.

A few days ago a party of soldiers engaged in killing locusts, entered a farm-house, and finding only two defenceless young girls, horribly outraged them. The Viceroy has despatched four of the ruffians, and the other four are awaiting their turn. Four other men have also been beaten recently for silk robbery.

From Kirin we hear that brigandage is not by any means extinct. The mountainous district to the North-east is much favoured by the Roho flood class, who are not particular in their attacks, for government convoys, if not protected by soldiers, are not safe. A little while since about 100 from Kirin some breach-loading rifles and cartridges on the way to the Arsenal had to be given up to the denizens of the mountains, where supply of ammunition is very difficult. This satisfied the conscientious missionary and he determined to proceed with the building. Sometime later, however, he was informed, that if the new premises were two-storyed, the man living on the left would be much injured through his property being depreciated on account of the height of the building. The missionary has now either to buy his neighbour's property or make the hospital a story lower. The trouble is that the Chinese say when two buildings are beside one another, the one on the left is said to be built on the green dragon and the one on the right on the white tiger. Now, the tiger must not be higher than the dragon or death of bad luck will result. The missionary's hospital was to be erected on the white tiger, and could on no account be higher than that on which his neighbour built.—*Shanghai Mercury*.

There is great necessity for smart little craft of this kind, for they can stand alone unaffected by wind and weather, whereas with a courtesy wind the ordinary native boats have either to be an anchor till the wind moderates, or be laboriously tracked at the slow rate of 10 or 15 miles a day. The need of a swifter means of transport than the ordinary native boat affords, is emphasized by the fact that our river boats are infested with pirates who plunder the helpless junkmen almost at will, and it is difficult if not almost impossible for the Government to maintain an effective patrol without the aid of a number of fast steam-launches. We had often heard of the depredations of these pirates, but were content to accept what they reported, numbers and daring; for beyond occasionally seeing the heads of a few of them exposed in cages along the river bank we had never come into close quarters with them. However, the humanity from attack we have hitherto enjoyed cannot be explained by either the non-existence or scarcity of these piratical bands, and a recent experience shows that the sense of security we have always felt when travelling by river was never well founded. Three days ago the boat of a lady missionary travelling under the escort of her amanuensis and son was boarded about 9 o'clock at night by eleven armed men in search of plunder. There were

## SHANSI NOTES.

(FROM OUR OWN CORRESPONDENT.)

May 26th, 1892.

The looting in the south of the province appears to have been suppressed. It is said that the telegraph poles were destroyed because they were supposed to belong to foreigners, and that it was believed by the mob that the presence of these poles spoiled the *Yungshui*. No harm was done to any foreigner. The Governor acted promptly in the matter, but intelligent Chinese say the Government ought to have issued a proclamation at the time the telegraph wires were cut, informing the people that it was Government property.

The state of the *Yungshui* is occasioning a good deal of discussion among the people just now, owing to the fact that almost no rain falls. The presence of the hated foreigner is believed to have something to do with the unpropitious omens, the rain dragon being thus kept from performing his functions.

There is no doubt a good deal of ill-feeling towards foreigners among all classes of Chinese in the province, but that is not to be wondered at, seeing that here in the interior they have almost no means of ascertaining the facts. It should be mentioned, too, that many of the Chinese are friendly and generous towards their foreign guests, and it is pleasant to be able to add that the Taku magistrate, after his official visit there, reported to head-quarters that the mission there had now been established eight years and had done "nothing but good."

Probably a large majority of the missionaries in China will approve of the official advice to the body published in the *North China Herald* of April 28th. In the present disturbed state of public feeling it is difficult to be too careful so as not to unnecessarily offend the prejudices of the Chinese. Would it not be well to require all new missionaries to spend at least one full year at one of the ports or else at one of the older inland stations? To travel around after only a couple of months' study of the language, and with almost no knowledge of the manners and customs of the people, is not only to endanger one's own life but may lead at any time to a general uprising against all foreigners. Is it advisable thus to display zeal without knowledge? Would it not be better to be able to say, as an old missionary once said of a certain people, "Being a foreigner, I caught you with gull!"

The enterprising shopman who last year introduced *Jinrikisha*, has gone a step farther and now offers his customers five cheap bicycles for their accommodation. He informs me that his townsmen do not take so kindly to the latter as they did to the *rickshas*.

Last night there was a refreshing rain.—*N.C. Daily News*.

## NANKING.

(FROM OUR CORRESPONDENT.)

NANKING, June 26th, 1892.

We are beginning to have hot weather now, and a punkah is a real pleasure in the sultry evenings. I have already mentioned something about the new management of the Naval College. I may add that the Viceroy, on coming into office, removed Mr. Shih Yen-ho, to appoint one of his own creatures to Mr. Shih's post, and the new incumbent conscientiously squeezed as many dollars as he possibly could out of the appointment, with the result that the College was very nearly ruined. Seeing how masters were going on, the Viceroy very wisely recalled Mr. Shih and sent him to take up his old post.

A few days ago eight of the soldiers engaged in killing locusts, entered a farm-house, and finding only two defenceless young girls, horribly outraged them. The Viceroy has despatched four of the ruffians, and the other four are awaiting their

# THE HONGKONG TELEGRAPH, TUESDAY, JULY 5, 1892.

## Commercial.

LATEST QUOTATIONS  
Hongkong and Shanghai Bank—92 per cent.  
prem., sales and buyers.  
The National Bank of China, Ltd.—on £5,000 paid up, 40 per cent. dis., sales and sellers.  
The National Bank of China, Ltd.—Founders' shares, \$220 per share, sellers.  
The Bank of China, Japan & the Straits, Ltd.—\$6 per share, sellers.  
The Bank of China, Japan & the Straits Ltd.—Founders' shares, £24 per share, sellers.  
Chinese Imperial Loan of 1884 B—24 per cent. premium, sellers.  
Chinese Imperial Loan of 1884 C—2 per cent. premium, buyers.  
Chinese Imperial Loan of 1886 E—14 per cent. premium.  
Union Insurance Society of Canton—\$80 per share, sellers.  
China Traders' Insurance Company—\$60 per share, sales and sellers.

North China Insurance—Tls. 235 per share, sellers.  
Canton Insurance Company, Limited—\$69 per share, sellers.  
Yangtze Insurance Association—\$102 buyers.  
On Tai Insurance Company, Limited—Tls. 150 per share.  
Hongkong Fire Insurance Company—\$270 per share, sellers.  
China Fire Insurance Company—\$84 per share, buyers.  
Hongkong, Canton, and Macao Steamboat Co.—\$28 per share, sellers.  
China and Manil Steam Ship Company—25 per share, sellers.  
Indo-China Steam Navigation Company, Limited—35 per cent. discount, sellers.  
Douglas Steamship Company—\$37 per share, buyers.  
The Steam Launch Co., Limited—nominal.  
Hongkong and Whampoa Dock Company—\$81 per cent. premium, buyers.  
Geo. Fenwick & Co., Limited—\$148 per share, sellers.  
Hongkong Hotel Company—\$23 per share, sellers.  
Hongkong Hotel Co.'s Six per-cent. Debentures—\$20.  
The Austin Arms Hotel and Building Company, Limited—\$6 per share, sellers.  
The Shamen Hotel Co., Limited—\$8 per share, sellers.  
Punjon and Sunghe Dua Samantan Mining Co.—5 cents per share, sellers.  
The Raub Gold Mining Co., Limited—45 cents per share, sellers.  
New Imuris Mining Co., Limited—\$1.70 per share, buyers.  
The Balmoral Gold Mining Co., Limited—nominal.  
Tonquin Coal Mining Co.—\$175 per share, buyers.  
The Celebu Mining and Trading Co., Limited—\$5 per share, buyers.  
The Selama Tin Mining Co., Limited—10 cents per share, buyers.  
London and Pacific Petroleum Co., Ltd.—\$3 sellers.  
China Sugar Refining Company, Limited—\$120 per share, sellers.  
Luron Sugar Refining Company, Limited—\$20 per share, sellers.  
A. S. Watson & Co., Limited—\$15 per share, sellers.  
Cruckshank & Co., Limited—\$12 per share, sales and buyers.  
Hongkong Dairy Farm Co., Limited—\$4 per share, buyers.  
The Kowloon Land Investment Co., Limited—\$7 per share, sellers.  
The Hongkong Land Investment Co., Limited—\$4 per share, sales and sellers.  
The West Point Buildings Co., Limited—\$20 per share, sellers.  
H. G. Brown & Co., Limited—\$3 per share, sellers.  
Hongkong and Kowloon Wharf and Godown Company—\$48 per share, sales and sellers.  
Hongkong Rose Manufacturing Company, Limited—\$95 per share, buyers.  
Hongkong Gas Company—\$102 per share, sales.  
Hongkong Ice Company—\$60 per share, buyers.  
Hongkong and China Bakery Company, Limited—\$65 per share, sellers.  
The Hongkong Brick and Cement Co., Limited—\$7 per share, sellers.  
The Green Island Cement Co.—\$6 per share, sellers.  
The Hongkong Electric Light Co., Limited—\$3 per share, sales and sellers.  
The Hongkong Steam Laundry Co., Limited—\$25 per share, nominal.  
The Hongkong High-Level Tramway Co., Limited—\$40 per share, sellers.

**EXCHANGE.**  
ON LONDON—Bank T. T. .... 2/10<sup>8</sup>  
Bank Bills, on demand ..... 2/10<sup>8</sup>  
Bank Bills, at 4 months' sight ..... 2/10<sup>8</sup>  
Credits at 4 months' sight ..... 2/11<sup>8</sup>  
Documentary Bills, at 4 months' sight ..... 2/12<sup>8</sup>  
ON PARIS—  
Bank Bills, on demand ..... 3/6<sup>8</sup>  
Credits, at 4 months' sight ..... 3/7<sup>8</sup>  
ON INDIA—  
T. T. .... 222<sup>8</sup>  
On Demand ..... 222<sup>8</sup>  
ON SHANGHAI—  
Bank, T. T. .... 72<sup>8</sup>  
Private, 30 days' sight ..... 73<sup>8</sup>

## VISITORS AND RESIDENTS AT THE HONGKONG HOTEL.

Mr. & Mrs. S. Ames Mr. M. M. Kahn  
Mr. J. Beauvais Rev. J. M. Morton, B.A.  
Mr. Thomas Blamey Dr. and Mrs. Robbins  
Mr. Paul Boell Mr. F. E. Shean  
Mr. S. Brown Mr. J. M. Speer  
Miss Buswell Mr. W. Spiers  
Mr. A. Butler Mr. W. Tarn  
Mr. S. N. Cohen Capt. Tillett  
Mr. & Mrs. W. Docker Mr. E. O. Tuttill  
Miss Docker Mr. P. R. S. Vincent  
Mr. A. Ettlinger Lieut.-Col. Wilbraham  
Surgeon-Major & Mrs. Capt. W. B. Wyles  
G. C. Hall.

## LIST OF VISITORS AT PEAK HOTEL.

Mr. F. Baddeley Mr. Plummer  
Mr. Chaudet Mr. G. H. Potts  
Mr. Hartland Mrs. Rogers & children  
Mr. Thomas Howard Mr. A. Findlay Smith  
Mr. Morton Jones and family  
Mr. and Mrs. E. S. Mr. Wm. Smith  
Joseph Mr. Stephen  
Mr. V. Kolod Captain Stewart  
Mr. E. W. Maitland Mr. Geo. I. Tomlin  
Mr. F. Maitland Mr. H. P. Tooker  
Captain Mont Dr. Pyke  
Mr. and Mrs. Perkins.

## CHINA COAST METEOROLOGICAL REGISTER.

4th July, 1892.—At 4 p.m.

STATION.	Lat.	Long.	Temp.	Wind.	W.	W.	W.	W.
Widnes	50° 09'	1° 51'	70°	S	—	—	—	—
Tokio	35° 49'	139° 45'	70°	S	—	—	—	—
Nagasaki	33° 55'	130° 45'	70°	S	—	—	—	—
Hakodate	40° 00'	142° 00'	70°	SSE	—	—	—	—
Aomori	40° 00'	140° 00'	70°	SSE	—	—	—	—
Hirosaki	40° 00'	140° 00'	70°	SSE	—	—	—	—
Yokohama	35° 45'	139° 45'	70°	SSE	—	—	—	—
Chitose	40° 00'	140° 00'	70°	SSE	—	—	—	—
Kitakami	38° 30'	140° 00'	70°	SSE	—	—	—	—
Utoro	42° 00'	142° 00'	70°	SSE	—	—	—	—
Yokosuka	35° 45'	139° 45'	70°	SSE	—	—	—	—
Yokohama	35° 45'	139° 45'	70°	SSE	—	—	—	—
Choshi	35° 45'	139° 45'	70°	SSE	—	—	—	—
Choshi	35° 45'	139° 45'	70°	SSE	—	—	—	—
Cos St. James	35° 45'	139° 45'	70°	SSE	—	—	—	—

STATION.	Lat.	Long.	Temp.	Wind.	W.	W.	W.	W.
Widnes	50° 09'	1° 51'	70°	S	—	—	—	—
Tokio	35° 49'	139° 45'	70°	S	—	—	—	—
Nagasaki	33° 55'	130° 45'	70°	S	—	—	—	—
Hakodate	40° 00'	142° 00'	70°	SSE	—	—	—	—
Aomori	40° 00'	140° 00'	70°	SSE	—	—	—	—
Hirosaki	40° 00'	140° 00'	70°	SSE	—	—	—	—
Kitakami	38° 30'	140° 00'	70°	SSE	—	—	—	—
Utoro	42° 00'	142° 00'	70°	SSE	—	—	—	—
Yokosuka	35° 45'	139° 45'	70°	SSE	—	—	—	—
Yokohama	35° 45'	139° 45'	70°	SSE	—	—	—	—
Choshi	35° 45'	139° 45'	70°	SSE	—	—	—	—
Choshi	35° 45'	139° 45'	70°	SSE	—	—	—	—
Cos St. James	35° 45'	139° 45'	70°	SSE	—	—	—	—

## Shipping.

### ARRIVALS.

ESMERALDA, British steamer, 966, G. A. Taylor, 5th July—Manila 2nd July, General—Stevens & Co.

NIROBE, German steamer, 1,440, E. G. Pfaff, 5th July—Kobe 26th June, General—Stevens & Co.

MATHILDE, British steamer, 600, P. Moos, 5th July—Canton 5th July, General—Stevens & Co.

TAL-YUAN, British steamer, 1,405, R. Nelson, R.N.R., 5th July—Foochow 2nd July, Tea and General—Foster & Sons.

FORMOSA, British steamer, 674, H. Rathurst, 5th July—Swatow 30th June, Amoy 3rd July, Coal—Jardine, Matheson & Co.

ZAMBESTI, British steamer, 1,650, Edwards, 8th May—Victoria, B.C., via Honolulu and April, General—Layfield & Son.

ROHILLA, British steamer, 2,174, J. F. Jephcott, 5th July—Shanghai 2nd July, Mills and General—P. & O. S. N. Co.

CLEARANCES AT THE HARBOUR OFFICE.

Asi, Danish steamer, for Haiphong.

Meiso, Chinese steamer, for Shanghai.

Tai-cheng, German steamer, for Swatow, &c.

Ku-tsing, British steamer, for Singapore, &c.

DEPARTURES.

July 5, Choy-tang, British steamer, for Swatow and Shanghai.

July 5, Tai-cheng, German steamer, for Swatow and Dall.

July 5, Meiso, Chinese steamer, for Shanghai.

July 5, Hatsu, British ship, for Swatow, &c.

July 5, Kindai, British steamer, for Shanghai.

July 5, Ku-tsing, British ship, for Singapore, &c.

July 5, Tai-yuan, British ship, for Melbourne.

July 5, Stam, British steamer, for Singapore.

### PASSENGERS—ARRIVED.

Per Esmeralda, str., from Manila, 7 Chinese.

Per Formosa, str., from Tamsui, &c., 114 Chinese.

Per Rohilla, str., from Shanghai—Mrs. J. Richardson, Mrs. P. R. S. Vincent, and 8 Chinese.

### REPORTS.

The British steamship Rohilla reports that she left Shanghai on the 2nd instant. Had fine weather throughout.

The British steamship Esmeralda reports that she left Manila on the 2nd instant. Had fine weather and smooth seas with light east wind.

The British steamship Tai-yuan reports that she left Foochow on the 3rd instant. Had moderate south-west to south-south-west winds and fine weather throughout.

The British steamship Hatsu reports that she left Japan, via Shanghai and Foochow on the 3rd instant. Had light variable winds with smooth seas and fine clear weather throughout.

The British steamship Formosa reports that she left Tamsui on the 3rd instant. Amoy on the 3rd instant, and Swatow on the 4th. From Tamsui to Amoy had light south-west wind and fine weather. From Amoy to Swatow had light south-east winds and fine weather. From Swatow to port had light south wind and fine weather. In Amoy the steamships Kun-ping, Kwai-yang, and Continental. In Swatow the steamship Nanchang.

AT

### REASONABLE PRICES.

#### ALL KINDS OF COALS.

#### SUPPLIED AT THE SHORTEST NOTICE.

#### Das. Cofeaux & its finest old BRANDY, COGNAC, & Stars, selected expressly for P. & O. Co. Sole Agents.

#### SOLE AGENTS FOR CHINA AND JAPAN FOR THE TRADE.

#### FOR CHINA AND JAPAN FOR THE TRADE.

#### MANUFACTURED BY THE ELEGANT IMPROVEMENT COMPANY, SAN FRANCISCO, CALIF.

#### STEAMERS.

ACTIV, Danish steamer, 355, H. Hygrom, 1st July—Haiphong 27th June, Rice and Paddy, A. R. Marti.

AIRLINE, British steamer, 2,400, Winthrop Ellis, 3rd July—Port Adelaida 31st May, Sydney 9th June, Brisbane 12th, Townsville 14th, Cooktown 16th, Thursday Island 18th and Port Darwin 23rd, General—Gibb, Livingston & Co.

ANCONA, British steamer, 1,888, W. D. Madia, 4th July—Yokohama 22nd June, Jones, and Nagasaki 26th, Mills and General—P. & O. S. N. Co.

ASAIO, Japanese steamer, 1,551, H. Seijo, 3rd July—Nagasaki 22nd July, Coal—Mitsubishi Coal Col.

CAPTAIN STUART, Mr. Geo. I. Tomlin, Mr. H. P. Tooker, Captain Mont, Dr. Pyke, and Mrs. Perkins.

Mr. F. Baddeley, Mr. G. H. Potts, Mr. H. S. Blamey, Mrs. Rogers & children, Mr. A. Find